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SOVIET PRODUCTION OF JEEPS

Summary

The USSR does not produce any "jeeps" at the present time. The offer to Iceland probably consists of GAZ-69's (a type of command car), which have been in quantity production since 1953. The output of GAZ-69's falls short of urgent civilian and possibly domestic military commitments. There have not been any previous known export offers of GAZ-69's or other Soviet jeep-type vehicles to any other western country. The reported offer to Iceland could well be a Soviet trade tactic to gain favor with that country, and actual delivery would not necessarily indicate any surplus production of such vehicles.

USSR Production of "Jeep"-Type Vehicles

During World War II (1943), the Molotov Auto Plant in Gorky developed the "jeep-type" GAZ-67, the kind of vehicle captured in Korea and exhibited at Aberdeen Proving Grounds. This vehicle utilized a Model-A Ford type rear axle and engine, with a jeep-type front-axle. It was phased out of production in 1953.

In 1953, a new 4 X 4 GAZ-69 was put into quantity production. Current annual output ranges between 15,000 and 20,000 units. There are large delivery commitments in the USSR to agricultural users. The 1954 allocation to agriculture is scheduled at 12,000 GAZ-69's. Current production schedules do not appear to be hampered by parts shortages.

Characteristics of GAZ-69

The GAZ-69 is produced by the Molotov Plant as an (basic) eight-passenger type vehicle (comparable to a US weapons carrier) and as a specially adapted five-passenger car with four small doors and a large baggage compartment in the rear (similar to US Army CR's). Both GAZ-69 types can haul a specially designed half-ton trailer. The basic GAZ-69 is designed primarily for rural use and, owing to the similarity of end-use specifications, is an extremely adaptable military vehicle.

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The GAZ-69 has a maximum speed of 90 km/h (56 mph) and, due to good spring suspension, can travel at 40-50 km/h (25-31 mph) over unimproved roads. Gasoline consumption on hard-surfaced roads is 16 liters per 100 km/h (15 miles per gallon) without a trailer and 19.5 liters (12 miles per gallon) with.

Export Information

Export allocations of Bloc passenger automobiles and trucks were increased somewhat in 1953 and 1954, particularly for Finland and Denmark. Soviet passenger cars also were exported to Sweden, Norway, and the Netherlands. Total exports of Soviet trucks in 1953 and 1954 were small.

There have been no reports, except for the referenced EDIC submission, of recent export offers to non-Bloc countries involving specifically the GAZ-67 or GAZ-69. If any exportation were now to take place, it is likely that only GAZ-69u would be supplied.

In 1952, 450 "Soviet jeeps" (GAZ-67) reportedly were to be exported to Poland, but there has been no definite confirmation of delivery.

It is unlikely that used World War II jeeps were being offered to Iceland; the USSR received about 50,000 jeeps from the US during the war.

Satellite Production of "Jeep"-Type Vehicles

In the satellites, the Czech Skoda works could conceivably produce jeep-type vehicles but they are not known to do so now. East German automobile plants have produced about 200 experimental jeep-type P-1 models, but no quantity production has been reported.